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MENDEANDRM FOR: Special Assistant to the Director

for Planning and Development

AINTH'S

: Aircreft Losses in Training

- 1. The recent epsite of accidents in the SAC D-E Program, plus remembrance of similar losses in the early stages of our own activities, leads me to suggest that whatever form a successor vehicle to the U-2 telese, be it subscrite, supersonic or what have you, so should give serious thought to the investment of money in at laust on twospecies remains thereof.
- 2. I would argue that such an investment would are then pay for itself in reducing the number of creates that inevitably occur then pilots are introduced for the first time to a strange, highperformance vehicle. You will note that the Air Force has engineered two-scatter versions of the P-104, F-105 and F-106, to mass only a few recent models. Such an elecreft most not be totally lost to operational use either, though its performance may not be empletely identical to its single-sector brothers, and its ospability to carry some configurations may be drantically affected.
- 3. I also realize that with aircraft costing what they to today, the possibility that one may have to be built with the primary mission of training may not appeal to the purchaser on the surface, but the day of benting a pilot a flight sexual on a new plane and then letting him take to the air solo without ever having experienced landing attitudes, stalls and spins is gone with the biplane. Been if the net result is to save one pilot and one operational vehicle from disaster, the cost of the trainer is emertions and a greater operational capability is assured. 25X1A

JAMES AN CURTILINATE. M. Director of Maintetrotion DPS/DCI

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